

before she pressed on the Charleston, reaching that port on 25 January 1922. On 11 February 1922, the gunboat was detached from the Special Service Squadron. During April and May 1922, *Asheville* underwent conversion from a coal-burning vessel to an oil-burning one—the first of her type to be so altered—and within a month of her leaving the navy yard had won the engineering trophy for ships of her class.

On 5 June 1922, *Asheville*—now commanded by Comdr. James O. Richardson—departed Charleston, and sailed to join the Asiatic Fleet via the Mediterranean. After calling at Bermuda and the Azores en route, *Asheville* reached Gibraltar on 2 July, and celebrated Independence Day there, clearing that port on 5 July for Valetta, Malta, which she reached on 10 July 1922. Steaming thence to Alexandria, Egypt, where she visited from 17 to 23 July, *Asheville* then transited the Suez Canal on the 24th and then visited a succession of ports—Aden, Arabia (from 31 July to 3 August 1922); Bombay, India (10 to 15 August); Colombo, Ceylon (19 to 24 August); and Singapore, Straits Settlements (1 to 5 September)—before she ultimately reached Cavite, near Manila, on 11 September 1922.

Asheville was based at Cavite into mid-October 1922; during this period, she conducted short range battle practice off Corregidor. However, unrest in China—a revolution in Fukien province—soon prompted her dispatch to Chinese waters with a detachment of marines embarked. Departing the Philippines on 16 October, she sailed for Foochow, a major port city on the coast of China, and arrived soon thereafter, anchoring at the mouth of the Ming River. She landed her marines on the day of her arrival, the leathernecks transported up the river in motor sailers to Foochow. For the next six weeks, *Asheville* remained at Pagoda Anchorage, at the mouth of the Ming, while the marines were quartered at the American consulate.

Asheville remained at Foochow until 5 December, when she sailed for Tsingtao, to be present during the transfer of the former German-leased territory of Kiaochow from Japanese authority to Chinese under the 1922 Japanese-Chinese Shantung Agreement. She “showed the flag” at that North China port—ready to protect American lives and property if the need arose—for the balance of the month of December before she sailed for Shanghai on the last day of 1922, and arrived at her destination to take on stores, fuel, and for recreation for her crew, on 2 January 1923.

With concern over the movement south from Shanghai to Canton—a traditional hotbed of unrest in China—of the Chinese revolutionary, Dr. Sun Yat-Sen, *Asheville* was sent south to Swatow. Sailing on 27 January for South China, *Asheville* reached Swatow on the 30th. *Asheville* remained at that port until 24 February before she shifted to Hong Kong for fuel, supplies, a drydocking and minor repairs; she stayed there for a month before she returned to Swatow on 27 March. While she had been at Hong Kong, Sun Yat-Sen had assumed the title of Generalissimo on 2 March and established his party firmly at Canton.

On 10 April 1923, *Asheville* departed Swatow for Cavite, and arrived there three days later. The ship conducted day spotting, long-range battle, and night battle practice in Philippine waters until 1 May, when she sailed for Hong Kong to transfer new enlisted men. *Asheville* reached Hong Kong on 4 May, and soon resumed her operation on the coast of South China. Over the next few months, she used Hong Kong as her recreation port and stood by, watchfully waiting, at the ports of Swatow, Canton, Foochow, Amoy, and Yeung Kong. *Asheville* witnessed three changes of government during her visits to Swatow and, as the occasion demanded, sent marines ashore to protect American lives and property. At Yeung Kong, her bluejacket landing party carried bacon, rice, and flour to beleaguered foreigners. She lay at Canton during the repeated attempts by the Chinese warlord General Chen Chiung-Ming to wrest it from the hands of Sun's troops.

After a visit to Hong Kong from 20 October to 6 November 1923, *Asheville* returned to Canton as a diplomatic crisis arose because of the avowed threat by Sun Yat-Sen to seize customs revenue at Canton, hitherto under international control. Sun's threat jeopardized the “Treaty Powers,” whose loans to China had been financed by the revenues of the Chinese maritime customs. This “acute diplomatic tangle” found American interests represented by *Asheville*'s captain, Comdr. Richardson, who was concurrently Commander, South China Patrol (Com-SoPat).

Richardson reported daily to the Commander in Chief, Asiatic

Fleet (CinCAF), Admiral Thomas Washington, and the American Minister in China, on events as they unfolded and, even though the junior force commander on the scene, eventually commanded the largest force (*Asheville* and six destroyers that had been sent to Canton) involved in the united effort to stand firm in the face of Sun's threats. Ordered by CinCAF to concentrate the necessary force at Canton and to prevent Sun's seizure of the customs “by all measures short of war,” Richardson interpreted the order as allowing him to stop Sun's attempt to seize the customs by force, but not to pursue his men if they fled. Eventually, the “firm stand and cooperation shown” by the Treaty Powers “compelled Sun Yat-Sen to recede from his threat . . .” As Richardson later reflected in his memoirs, he had been entrusted with “more responsibility, more independence, and power of decision than usually come to an officer of the rank of commander . . .”

Over the next few years, *Asheville* continued to operate with the Asiatic Fleet, ready to “show the flag” or put a landing force ashore to protect lives and property. During the unrest in the Yangtze valley in 1926 and 1927, *Asheville* again provided bluejacket and marine landing parties as required, between 3 November 1926 and 2 April 1927, between 13 and 18 May 1927, and between 2 and 23 August 1927. In November 1927, a bluejacket landing party from *Asheville* proceeded up the Makyoung River to Yueng Kong to protect American missions there; but, since the civil authorities had the situation well in hand by the time of their arrival, *Asheville*'s men returned to the ship. In the spring of 1928, *Asheville* replaced *Helena* (PG-9) as flagship of the South China Patrol, and served in that capacity until relieved by her sister ship *Tulsa* (PG-22) on 6 April 1929.

In the summer of 1929, *Asheville* rejoined the Special Service Squadron, and was based at Coco Solo, on the Atlantic side of the Panama Canal. Between 5 August 1929 and 17 June 1931, sailors and marines from *Asheville* served ashore in Nicaragua on six separate occasions, as the United States maintained forces in that country to cooperate with the Nicaraguan government in the protection of American lives and property. Typical of the conditions that resulted in the deployment of a landing party was bandit activity on the east coast of Nicaragua. On 11, 12, and 13 April 1931, a group of about 150 bandits killed 18 foreigners, of whom several were Americans, and were closing in on the town of Puerto Cabezas.

Upon the first warning of this activity, *Asheville*, which had been at Cristobal, proceeded immediately to Puerto Cabezas, arriving there about midnight on the 13th; the bandits were only about five miles from the town. *Asheville*'s captain, Comdr. W. W. Waddell, showed excellent judgement and initiative by anchoring his ship close to the town's wharf and turning on his searchlights and training his guns. “By common report,” the Commander, Special Service Squadron, wrote later, “any further attempts of the bandits against Puerto Cabezas immediately ceased and the fear and alarm of the citizens were greatly allayed . . .”

Detached from the Special Service Squadron on 27 January 1932, *Asheville* returned to the Asiatic Fleet soon thereafter, and, as in 1926 and 1927, provided landing forces to protect American lives and property between 18 and 23 March 1932, and between 27 June and 9 October of the same year. Over the next few years, *Asheville* continued to operate principally in Chinese waters in the traditional role of “showing the flag” and standing by to protect American lives and property as the occasion demanded. The Sino-Japanese War, which commenced in July 1937, presented the Asiatic Fleet with ample opportunity on the coast of China to fulfill the latter role.

For *Asheville*, an example of such duty came in the spring of 1938. During much of April and the first few days of May, *Asheville* had lain off the port of Amoy, observing conditions there, until sailing for Swatow on 9 May. When she arrived at the latter port, she received word that Japanese forces were bombing and shelling Amoy, and would soon attempt a landing. The gunboat immediately sailed to return to Swatow, arrived there on the afternoon of 11 May just as sailors of the Japanese Special Naval Landing Force were entering the city, and dropped anchor in the outer harbor, near the British destroyer HMS *Diana*. The following day, *Asheville* led *Diana* into the inner harbor, and moored to a buoy between the American consulate and the Hope Memorial Hospital, giving a “sense of security” to the neutral residents in the International Settlement on Kulangsu.

Comdr. Allen G. Quynn, *Asheville*'s captain, sent marines from the ship's detachment ashore to guard the American hospital;

the Chinese nurses there particularly appreciated the marines' presence, fearing a repetition of outrages by the Japanese that had occurred when they had taken Nanking in December of 1937. Anchored within 300 yards of the Bund, *Asheville* kept a careful watch on the activities of the Japanese. One occasion the ship's medical personnel provided first aid to two badly wounded Chinese women—who had been shot by a Japanese sentry—taken on board from a sampan. Transferred to the American hospital as soon as possible, one of the unfortunate women died several days later. Soon thereafter, *Marblehead* (CL-12), with Capt. John T. G. Stapler (Commander, South China Patrol) embarked, arrived at Amoy, releasing *Asheville* to proceed back to Swatow. A little over a year later, *Asheville* again proceeded to the port of Swatow, and witnessed its occupation by the Japanese.

With the increasing tensions in the Far East, Admiral Thomas C. Hart, Commander in Chief, Asiatic Fleet, withdrew *Asheville* and her sister ship *Tulsa* to the Philippines. *Asheville* left Chinese waters for the last time on 5 July 1941, when she sailed from Amoy for Manila. Unfortunately, the ship's single shaft broke while the ship rode out a typhoon off Swatow. Admiral Hart dispatched *Marblehead* to bring in the crippled gunboat. The cruiser brought *Asheville* home on 11 July. Since Admiral Hart had regarded *Asheville* and *Tulsa* as having neither the speed with which to run nor the guns with which to fight, he assigned them to the Inshore Patrol based at Manila, where they remained on local patrol duty into December 1941.

The outbreak of war in the Far East on 8 December 1941 (7 December east of the Date Line) found *Asheville* at anchor in Manila Bay. Soon after receiving a priority radio dispatch at 0340 on that day telling of hostilities with Japan, *Asheville* got underway for Mariveles Bay and, over the next two days, conducted patrols off Corregidor. At 1300 on 10 December, while operating on patrol station "Cast," her men noted bomb explosions in the direction of Cavite Navy Yard. Observing 27 Japanese bombers headed to seaward from Cavite soon thereafter, *Asheville* manned her air-defense stations as guns on Corregidor opened fire on the planes.

Following the Japanese attacks on the Philippines, Admiral Hart sent *Asheville*, and other surface ships, south from Manila Bay to the "Malay Barrier." By and large, only tenders and submarines remained in Philippine waters. *Asheville* stood out of Manila Bay at 0030 on 11 December 1941, and, steaming via the Celebes Sea and Balikpapan, Borneo, ultimately reached Surabaya, Java, three days after Christmas of 1941.

She was eventually based at Tjilatjap, on Java's south coast. When Japanese planes bombed and heavily damaged *Langley* (AV-3) south of Java, *Asheville* was one of the ships sent to her assistance; she returned to port soon thereafter, the sea-plane tender's survivors picked up by other ships.

As the Allied defense crumbled under the relentless Japanese onslaught, the Allied naval command was dissolved. On the morning of 1 March 1942, Vice Admiral William A. Glassford, Commander, Southwest Pacific Force (formerly the United States Asiatic Fleet) ordered the remaining American naval vessels to sail to Australian waters.

Asheville—Lt. Jacob W. Britt in command—cleared Tjilatjap on 1 March 1942, bound for Fremantle. At 0615 on 2 March, *Tulsa* sighted a ship, and identified her as *Asheville*—probably the last time she was in sight of friendly forces. During the forenoon watch on 3 March, *Asheville* radioed "being attacked," some 300 miles south of Java. The minesweeper *Whippoorwill* (AM-35), heard the initial distress call and turned to head toward her reported position some 90 miles away. When a second report specified that the ship was being attacked by a surface vessel, however, *Whippoorwill's* captain, Lt. Comdr. C. R. Ferriter, reasoning correctly that "any surface vessel that could successfully attack the *Asheville* would be too much" for his own command, ordered the minesweeper to resume her voyage to Australia.

Asheville was presumed lost, and her name was struck from the Navy list on 8 May 1942, but not until after World War II did the story of her last battle emerge, from a former crewman of heavy cruiser *Houston* (CA-30), who had met, in prison camp, Fireman 1st Class Fred L. Brown. Brown, 18 years old, had been in the gunboat's fireroom when a Japanese surface force had overtaken the ship. Outgunned, *Asheville* soon took hits on her forecastle and bridge; many men topside were dead by the time Brown reached topside to abandon ship. Three Japanese

destroyers cruised through the waters where the gunboat's survivors remained; a sailor on board one of these threw out a rope, which Brown grasped and was hauled on board. Brown—*Asheville's* only known survivor—ultimately died in a Japanese prisoner-of-war camp on 18 March 1945.

An examination of Japanese records indicates that the ships involved in the sinking of *Asheville* were probably those under Admiral Nobutake Kondo: two heavy cruisers, two battleships, and three destroyers—*Arashi*, *Nowaki*, and *Hayashio*. One of the latter may have been the ship that rescued *Asheville's* only survivor.

Asheville was awarded one battle star for her World War II service.

II

(PF-1: dp. 2,360 (f.); l. 301'6"; b. 36'6"; dr. 13'8"; s. 20.0 k.; cpl. 194; a. 3 3", 8 40mm., 4 20mm., 2 dcl., 8 dcp., 1 dcp. (hh.); cl. *Asheville*)

The second *Asheville* (PF-1) was laid down on 10 March 1942 at Montreal, Canada, by Canadian Vickers, Ltd.; launched on 22 August 1942; and commissioned at Montreal on 1 December 1942, Lt. Comdr. Robert P. Walker in command.

She remained in the Saint Lawrence River until 3 January 1943 when she departed Quebec and proceeded to Boston where she completed fitting out. On 23 February, the patrol frigate reported to the Commander, Eastern Sea Frontier, for duty. On 9 March, the warship arrived in New York City, her base of operations. Four days later, *Asheville* got underway on the first of many round-trip, convoy-escort voyages between New York and Guantanamo Bay, Cuba, which she carried out until she transferred to antisubmarine patrol duty on 2 September. From 17 to 19 September, she escorted a burned-out ammunition ship out to sea from New York and destroyed her. The frigate continued antisubmarine patrols from the autumn of 1943 into the spring of 1944.

In May of 1944, the ship entered the Boston Navy Yard to begin installation of experimental antisubmarine warfare (ASW) gear. Once the new equipment had been installed, *Asheville* began testing it under the auspices of the Commander, Antisubmarine Development, Atlantic Fleet (COMASDEVANT). Early in September, she briefly interrupted her test and training schedule to join, a hunter-killer group built around *Croatan* (CVE-25) to search for a suspected U-boat. However, the American warships did not manage to flush out any enemy submarine; and *Asheville* resumed her duties with the antisubmarine development group. On the 15th, she moved to Port Everglades, Fla., COMASDEVANT's new surface ship base. She operated from that port until April 1945 testing a succession of recently invented ASW devices.

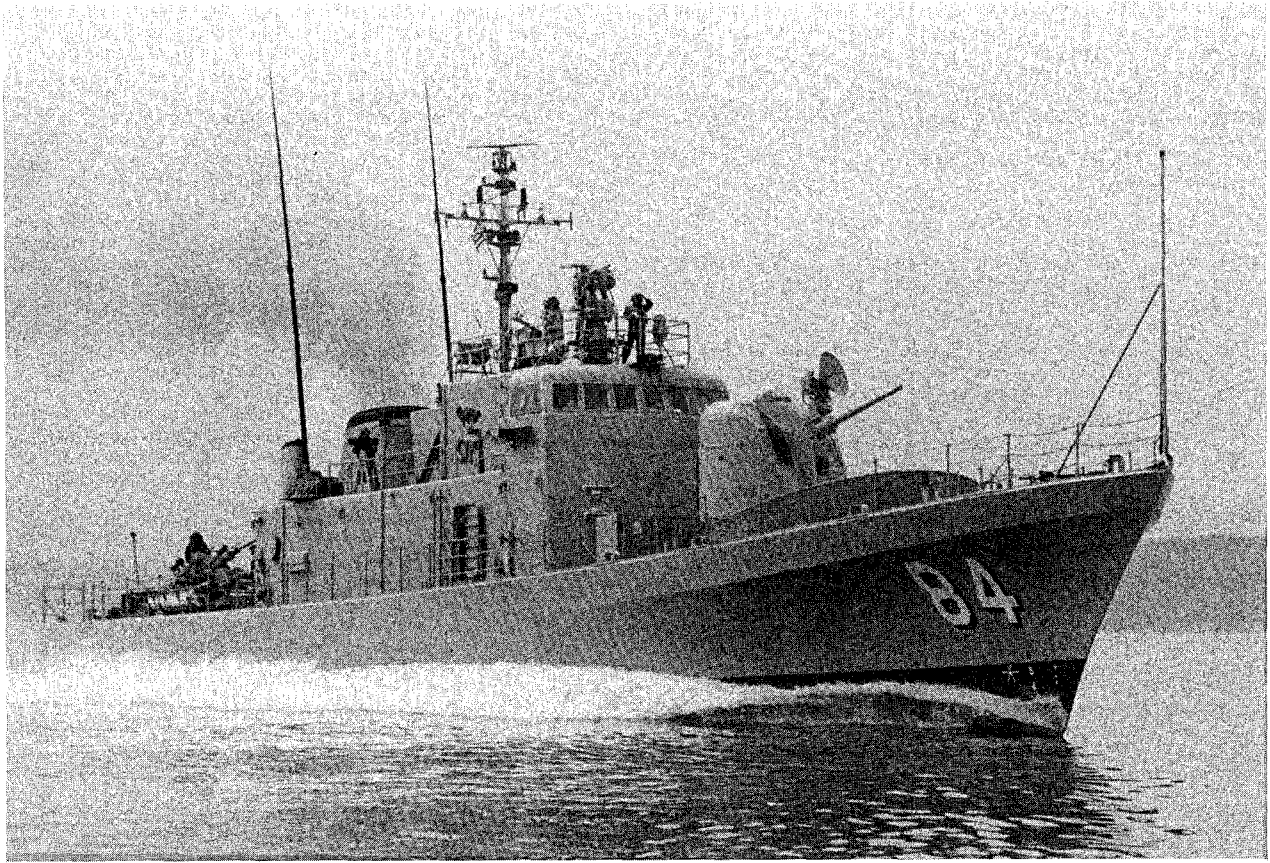
On 13 April, the frigate headed for New York and a new assignment—service with the Commander, Eastern Sea Frontier, and a return to antisubmarine patrols. She performed that duty for less than a month because hostilities in Europe ended on 8 May bringing the U-boat scourge to a stop. After that event, *Asheville* returned to Port Everglades and performed experimental duty until 19 July when she received orders to proceed to the New York Navy Yard for the installation of an experimental radar system. After two months in the yard, she put to sea to test her new equipment at Casco Bay, Maine. She later moved to Norfolk and conducted further experimental work out of that base for the remainder of 1945. On 14 January 1946, *Asheville* was placed out of commission at Norfolk. Her name was struck from the Navy list on 25 February 1946, and she was sold to the United Boat Service Corp. on 15 June 1946.

III

(PGM-84: dp. 240; l. 164'6"; b. 24'; dr. 9'6"; s. 40 k.; cpl. 24; a. 1 3", 1 40mm., 4 .50-cal. mg.; cl. *Asheville*)

The third *Asheville* (PGM-84) was laid down on 15 April 1964 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 1 May 1965; sponsored by Mrs. R. E. Harris; and commissioned on 6 August 1966, Lt. Henry Dale in command.

She completed fitting out at Tacoma on 17 September and got underway for her home port, San Diego. She arrived there on the 22d and began shakedown training along the California coast.



Asheville (PGM-84), lead ship of a new class of fast combatants, underway, 6 August 1966, in this view taken by Photographer 1st Class W. M. Nash. (USN 1116783)

Shakedown and operational tests lasted until 18 January 1967 at which time she entered the Long Beach Naval Shipyard for post-shakedown availability. Those repairs continued until 14 March at which time she returned to San Diego. She remained in port there for two weeks. On 28 March, she departed San Diego en route to the western Pacific. On 1 April, the gunboat was redesignated PG-84. After stops at Pearl Harbor and Guam and a return visit to the latter island necessitated by a breakdown in her main propulsion plant, *Asheville* finally arrived at Camranh Bay in South Vietnam on 7 May.

Upon her arrival, she began an extended deployment to the western Pacific lasting just over eight years, a tour of duty marred by chronic material casualties and frequent repair periods. During the first six years of the deployment, the gunboat served with the Coastal Surveillance Force in Vietnam when not undergoing repairs at such places as Subic Bay, Guam, Camranh Bay, or Vung Tau. During her line periods, she conducted blockade missions—codenamed Operation “Market Time”—along the South Vietnamese coast in an attempt to interdict the waterborne flow of arms and supplies from North Vietnam to the communist forces operating in South Vietnam. As a secondary mission, the warship provided gunfire support for American and South Vietnamese forces operating ashore.

Late in 1970, *Asheville* broke her routine of “Market Time” operations punctuated by frequent repair periods when, after completing an overhaul and restricted availability at Guam, she operated for two months—from late November 1970 to late January 1971—in the Mariana Islands. On 20 January 1971, the gunboat departed Guam to resume duty in Vietnamese waters. Once again, she conducted coastal surveillance and gunfire support missions—though still plagued by chronic material casualties which frequently took her off the line for repairs. On 18 May, the warship returned to Guam for almost two months of repairs.

When she completed that work on 9 July, *Asheville* embarked upon seven weeks of patrols and port visits in the Trust Territories of the Pacific. She concluded that assignment at Guam on 1 September and then conducted refresher training out of Apra Harbor for the next two months.

The gunboat departed Guam on 5 November and, after a 16-day stop at Subic Bay, returned to Vietnam at Vung Tau. Her duty in that war-torn country lasted until late March 1972 when she headed via Subic Bay back to Guam. The warship arrived at Apra Harbor on 31 May and remained in the Marianas until 13 November. After a stop at Subic Bay on 21 November, she briefly returned to Vietnamese waters before heading for Bangkok, Thailand, where she remained well into the second week in December. On 12 December, she departed Bangkok and, after the usual call at Subic Bay, reentered Apra Harbor on the 27th.

While she was there, the end of American involvement in the Vietnamese civil war halted her combat activities. For the next 17 months, *Asheville* continued to operate in the central and western Pacific. In November and December of 1973, she interrupted her schedule of operations for a cruise to the southern Pacific during which she visited Surabaya, Indonesia, and the Australian ports Cairns, Darwin, and Gore as well as Rabaul on New Britain and Manus in the Admiralty Islands. She returned to Guam on 17 December 1973 and resumed operations from that port.

On 21 June 1974, the gunboat stood out of Apra Harbor bound ultimately for the United States. She stopped at Oahu from 4 to 6 July and arrived at San Diego, Calif., on the 16th. On 1 August, she began the long voyage to duty with the Naval Reserve in Chicago, Ill. She took almost three months to reach her destination and stopped at a long list of ports along the way. Finally, however, *Asheville* arrived in Chicago on 28 October 1974. The

gunboat spent the remainder of her active career operating on the Great Lakes out of Chicago as a training platform for Naval Reserve personnel of the Chicago area. She continued that duty until placed out of commission on 31 January 1977, and her name was simultaneously stricken from the Navy list. On 11 April 1977, the ship was transferred to the Massachusetts Maritime Academy.

Asheville (PG-84) earned 14 battle stars for service in the Vietnam conflict.

IV

(SSN-758: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The fourth *Asheville* (SSN-758) was laid down on 14 January 1987 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co. Her launching was projected for June 1990 and her completion for late 1991.

Ashland

The boyhood home of Henry Clay, which is located in Lexington, Ky.

(LSD-1: dp. 9,375; l. 457'9"; b. 72'2"; dr. 18'; s. 15.4 k.; cpl. 326; a. 1 5", 12 40mm., 16 20mm.; cl. *Ashland*)

Ashland (LSD-1) was laid down on 22 June 1942 at Oakland, Calif., by the Moore Drydock Co.; launched on 21 December 1942; sponsored by Mrs. Jabez Lowell, the wife of Capt. Lowell who was then the inspector of naval material at San Francisco; and commissioned on 5 June 1943, Lt. Comdr. F. J. Harris in command.

Following two months of trials, the dock landing ship loaded amphibious craft and personnel at San Diego, stood out to sea on 11 August, and headed west. After arriving at Pearl Harbor on 19 August, the ship paused to take on more cargo and sailed on 25 August for Baker Island. *Ashland* reached that destination on 1 September, unloaded her equipment, and returned to Hawaii on 27 September. Following voyage repairs, and the embarkation of Army troops, she sailed on 19 October for New Caledonia. At Noumea, the ship loaded tanks and marines and proceeded to Efate where she joined Task Force (TF) 53 to take part in amphibious assault exercises in the Gilbert Islands area which she completed on 28 November and set a course for Hawaii. She arrived at Pearl Harbor on 7 December and then commenced an availability period for voyage repairs and alterations.

On 11 January 1944, the vessel got underway for amphibious exercises off Maui. She sortied with TF 52 on 23 January for the assault on the Marshall Islands. From 1 to 5 February, *Ashland* was involved in assaults on Kwajalein Island and on several of the other small islands in the atoll that bears the same name. On 15 February, the ship embarked marines and equipment at Roi and Namur and proceeded to the assault on Eniwetok. The ship entered Eniwetok Atoll on 17 February and served as a repair ship through 29 February. On that day, she got underway for Pearl Harbor.

After a period of availability and operations in Hawaiian waters, the ship headed for the west coast of the United States. She reached San Francisco on 1 April, began loading landing craft, and was back in Pearl Harbor on 17 April. *Ashland* then conducted training exercises off Maui before leaving Hawaii on 29 May for the initial assault on the Marianas. She launched boats for the invasion on Saipan on 15 June and then assumed duties as a repair ship. On 8 July, *Ashland* sailed to Eniwetok for fuel and supplies.

The ship's next assignment was the invasion of Tinian on 24 July. She left the Marianas on 28 July and returned via Eniwetok to Pearl Harbor. *Ashland* underwent repairs and held amphibious



Ashland (LSD-1) underway off Cape Henry, Virginia, 20 May 1953. She has been virtually unmodified since her commissioning 10 years before. (80-G-628067)

ous landing exercises before sailing with Task Group(TG) 33.1 for the assault on Yap and Ulithi. *Ashland* was diverted to Manus Island where she was assigned to TF 79 and prepared for the invasion of the Philippines. The ship sailed on 14 October and launched her boats on the 20th for the first assault against Leyte. *Ashland* left the combat area on 22 October and proceeded to Hollandia, New Guinea. There, she embarked troops for transportation to the Philippines; and, after delivering them to Leyte, she returned to Hollandia on 21 November.

Ashland headed for Cape Gloucester on 28 November for training exercises. Three days later, she got underway for Lingayen Gulf and the occupation of Luzon. All her equipment was unloaded by 12 January 1945, and *Ashland* retired toward Leyte. She continued on to Ulithi where she was reassigned to the 5th Fleet. The ship proceeded to Guam on 7 February, loaded 18 amphibious craft, and sailed to Saipan. There, she took on spare parts and more troops. On 12 and 13 February, *Ashland* participated in landing rehearsals at Tinian. She sailed for Iwo Jima on 16 February and began launching her boats on the 19th. Despite continuing air attacks, *Ashland's* crew carried out repair work on schedule until she finally withdrew to Eniwetok on 31 March.

Ashland entered Pearl Harbor on 13 April and underwent an availability. She took on amphibious craft late in May and got underway for the Philippines on 3 June. She touched at Samar on 1 July to embark PT boats and their crews for transportation to Kerama Retto. The ship sailed on 3 July, unloaded her charges, and returned to Leyte on 10 July. She shuttled a similar cargo to Okinawa soon thereafter and arrived at Eniwetok on 7 August to refuel. The war ended on 15 August while *Ashland* was steaming independently to Espiritu Santo. After mooring there on 17 August, she proceeded with a load of PT boats to Okinawa.

Then she next sailed for Jinsen, Korea, and arrived there on 29 September. She remained at that port two days before getting underway for Leyte for a three-week availability before returning to Okinawa in late October. *Ashland* continued her duty of carrying and tending landing craft in the Far East until January 1946. Shortly thereafter she returned to the United States and was placed out of commission, in reserve, in March 1946 at San Diego.

Ashland was recommissioned on 27 December 1950 and completed her shakedown training at San Diego in February 1951. She sailed for the east coast in April and reported to the Maryland Shipbuilding & Drydock Co., Baltimore, Md., on 2 May for additional alterations. The ship's first assignment upon leaving the yard was Operation "Bluejay," held in conjunction with the Military Sea Transportation Service (MSTS). From June to September, she was deployed to Thule, Greenland. In September, *Ashland* left Greenland and sailed to the Caribbean for two months of operations before returning to Norfolk in November for the remainder of the year.

The ship headed back toward the Caribbean in January 1953 for a month-long cruise. She arrived back in the Virginia capes area in February and remained there until mid-June. On 14 June, *Ashland* commenced a trip to the North Atlantic and operated in those waters through mid-August. In September, she took on board two French submarines and seven French naval personnel for transportation to the west coast. The vessel transited the Panama Canal on 10 October and touched at San Diego on the 14th. She returned to Norfolk in October and resumed service along the east coast.

From April to June 1955, the ship underwent repairs at the Philadelphia Naval Shipyard and then proceeded to Newport, R.I., for underway training. On 20 September, she got underway for Operation "Sunec," which took her to Thule, Greenland, and ports in Labrador and Newfoundland. After returning in December, *Ashland* entered an upkeep period lasting through February 1956. She then received further repairs at Baltimore. In April, the ship took part in amphibious exercises at Vieques Island, Puerto Rico. Following this evolution, she made a reserve training cruise to Bermuda. In July, the vessel embarked Army personnel and equipment at Argentia, Newfoundland, and sailed on 19 July as part of the DEW line resupply mission. This operation lasted through 8 October.

On 1 November, *Ashland* was transferred to the control of Commander, Naval Air Forces, Atlantic, for alterations enabling the ship to tend aircraft. By July 1957, she was configured to handle six P5M-2 aircraft. The ship deployed to the Caribbean from 1 August to mid-September. At the conclusion of this assignment, the dock landing ship was decommissioned on 14

September 1957 and placed in the Norfolk Group of the Atlantic Reserve Fleet.

Ashland was recommissioned on 29 November 1961. Assigned to Amphibious Squadron 4, she began a routine alternating operations off the east coast with 6th Fleet deployments to the Mediterranean and to the Caribbean. In October 1964, she participated in Operation "Steel Pike I," during which the ship served as a primary control vessel and boat repair ship. Upon completion of "Steel Pike," the dock landing ship visited ports in Spain and Portugal before returning to Little Creek, Va., her home port, on 19 November.

Early in February 1965, *Ashland* took part in Operation "FirEx," a joint Navy-Marine Corps exercise off the Puerto Rican coast and returned to Little Creek on 6 March. She got underway for the Mediterranean in June along with five other ships of Amphibious Squadron 4 and there served in six amphibious landing exercises. During this deployment, she visited nine European ports of call before returning to her home port on 3 November.

The ship was deployed to the Caribbean on 3 March 1966 as part of the Caribbean Ready Group and conducted numerous amphibious landings, including Operation "Beachtime" which involved over 40 ships of the 2d Fleet. Upon her return to Little Creek on 27 June, *Ashland* conducted upkeep until sailing for Narragansett Bay on 18 July for a series of training exercises. She was back in Little Creek later that month and went alongside *Amphion* (AR-13) for an availability. *Ashland* spent the next few months in training exercises and then entered the Norfolk Naval Shipyard on 18 November for overhaul.

The yard work ended on 3 March 1967, but *Ashland* remained in the Norfolk area until 10 April, when she left for underway training at Guantanamo Bay, Cuba. She returned to Norfolk on 11 May but, four days later, reversed her course and proceeded back to Guantanamo Bay. *Ashland* touched back at home port in early June and engaged in local operations until 3 October, when the dock landing ship sailed for Vieques. She returned to Little Creek on 20 October and ended the year in an upkeep status.

Ashland was deployed to the Mediterranean on 3 January 1968. She relieved *Donner* (LSD-20) at Almeria, Spain, on 24 January and then held landing exercises at Aranci Bay, Sardinia, and Lovo Santo, Corsica. She visited Gibraltar; Valencia, Spain; Marseilles, France; and Naples and La Spezia, Italy. From 29 April to 10 May, *Ashland* took part in NATO Exercise "Dawn Patrol" which also involved French and Greek naval forces. She returned to Little Creek on 30 May.

During July and August, the amphibious warship made visits to several east coast ports and embarked American and Australian midshipmen for a training cruise. She spent September and October undergoing extensive repairs alongside *Vulcan* (AR-5). On 12 November, *Ashland* weighed anchor for what proved to be her last Mediterranean tour. During the deployment, she repeated her routine of amphibious landing exercises and port visits before returning to the United States in mid-1969. There, it was found that the repairs she needed to continue efficient operation would be prohibitively expensive. Therefore, *Ashland* was decommissioned on 22 November 1969. Her name was struck from the Navy list on 25 November 1969. She was sold to N. W. Kennedy, Ltd., of Vancouver, British Columbia in May 1970.

Ashland earned six battle stars for World War II service.

II

(LSD-48: dp. 15,814 (f.); l. 609'7"; b. 84'; dr. 19'7"; s. 20 + k.; cpl. 356; trp. 504; a. 2 CIWS; cl. *Whidbey Island*)

The third *Ashland* (LSD-48) was laid down on 4 April 1988 at New Orleans, La., by Avondale Industries, Inc.; launched on 11 November 1989; sponsored by Mrs. Kathleen Foley. Her delivery is scheduled for early 1991.

Ashley

A river which rises in Berkeley County, S.C., and flows southeast some 40 miles before emptying into Charleston harbor.

(IX-83: dp. 41; l. 65'; b. 17'6"; dr. 4'; s. 7½ k.)

Winslow—an auxiliary schooner built during 1937 in the Bahama Islands at Harbor Island by T. Berlin Albury—was acquired by the Navy from the Adavondach School, Inc., of Florida, on 29

July 1942; renamed *Ashley* on 4 September 1942 and designated IX-83 that same day; and placed in service on 11 September 1942 at the section base at Port Everglades, Fla.

The purpose for which *Ashley* was acquired and placed in service remains unclear. It is possible that she was to have been used in either the Inshore Patrol or the Coastal Picket Patrol, but nothing definitive is known. She spent her entire, brief Navy career assigned to the 7th Naval District probably operating from Port Everglades, Fla. On 24 March 1943, she was selected for lay up by the Commandant, 7th Naval District. The date of her being placed out of service has not been found, but her name was struck from the Navy list on 16 November 1943. On 22 January 1944, she was loaned to the Merritt-Chapman & Scott Corp. for operation in some unspecified service by a civilian crew. Her ultimate disposition also remains a mystery.

Ashtabula

A river that rises in the northeastern corner of Ohio and meanders in a generally westward direction some 40 miles before emptying into Lake Erie. A county and a town named *Ashtabula* are also located in Ohio.

(AO-51: dp. 25,440; l. 553'; b. 75'; dr. 32'4"; s. 18.3 k.; a. 1 5", 4 3", 8 40mm., 8 20mm.; cpl. 298; cl. *Ashtabula*; T. T3-S2-A1)

Astabula (AO-51) was laid down under a Maritime Commission contract (MC hull 717) on 1 October 1942 at Sparrows Point, Md., by the Bethlehem Steel Co.; launched on 22 May 1943; sponsored by Mrs. Adolph Augustus Berle, Jr., the wife of the Assistant Secretary of State; and acquired by the Navy on 7 October 1943; and commissioned the same day, Comdr. Louis J. Modave in command.

Following shakedown in the Chesapeake Bay, the oiler sailed for Aruba on 10 September to take on fuel oil and aviation gasoline and then continued on, via the Panama Canal, to the South Pacific. After arriving at Tutuila, Samoa, on 22 October, she operated as a member of Service Squadron (ServRon) 8 in the South Pacific until 17 November. *Ashtabula* next sailed for the United States and entered the Long Beach Navy Yard on 1 December for an availability period.

The oiler sailed for Pearl Harbor on New Year's Day, 1944, and remained there until 16 January when she sortied with Task Group (TG) 58.1 for operations supporting the occupation of the Marshall Islands. *Ashtabula* anchored at Majuro lagoon on 4 February and operated from that atoll in support of the fast carrier task forces through mid-June. The ship then began participating in the effort to take the Marianas. During the Battle of the Philippine Sea and its aftermath, she fueled ships of Task Force (TF) 58 from 20 through 27 June and then retired, via Eniwetok, to the California coast for yard work which began upon her arrival at Terminal Island on 15 July.

The oiler got underway again on 28 August and arrived at Pearl Harbor on 4 September. She continued sailing westward and reached Eniwetok on the 17th. After a two-day respite, the vessel headed for the South Pacific and arrived at Purvis Bay on the 24th where she spent the remainder of the month in fueling duties. *Ashtabula's* next assignment was to support the first American forces to fight for the liberation of the Philippines. She sailed, via Humboldt Bay and Kossol Roads, to Leyte Gulf and began fueling units of TG 77.2 on 23 October. Late the following afternoon, three Japanese torpedo planes attacked the oiler. One of them dropped a torpedo which hit *Ashtabula's* port side. Although the explosion caused no fires or personnel casualties, *Ashtabula* soon developed a 16-degree list to port. Skillful counterflooding righted the ship and allowed her to resume operations. On 27 October, the vessel was detached from Task Unit (TU) 77.7.1 and headed for the west coast of the United States. Following stops at Kossol Roads, Humboldt Bay, and Pearl Harbor, she reached San Pedro, Calif., on 15 December and was drydocked at Terminal Island for repair of her torpedo damage.

The oiler departed the California coast on 28 January 1945, touched at Pearl Harbor on 3 February, and arrived at Eniwetok on 12 February. She reported to ServRon 10 for duty and remained there until 5 March, when the ship sailed for Ulithi. On the 10th, *Ashtabula* was reassigned to ServRon 6; and, three days later, she got underway for fueling operations at sea for the warships of the Fast Carrier Task Force, TF 58. On 5 April,

Ashtabula's bow struck *Thornton* (AVD-11) amidships and caused considerable damage to the seaplane tender. *Ashtabula* returned to Ulithi on 9 April and underwent minor repair work from 10 to 17 April. There, the oiler once again returned to the control of ServRon 10.

For the duration of the war, *Ashtabula* operated in the Ulithi area. In mid-August, Japan capitulated; and, on the last day of the month, the oiler headed for Okinawa, but soon moved on to Jinsen, Korea, where she arrived on 11 September. For the next six months, *Ashtabula* operated between ports in Korea, Japan, and China while supplying and fueling American warships. In March 1946, the oiler made a cruise, via Singapore and Ceylon, to Bahrain. She returned to Japan in April. In June and July, she again visited a Mideastern port, Ras Tanura, Saudi Arabia, to replenish her oil bunkers. *Ashtabula* got underway for a voyage back to the United States. After pausing briefly at Pearl Harbor, the ship arrived at San Pedro on 18 December.

Ashtabula began 1947 with a cruise to Guam and returned to California on 27 January. For the next two years, she continued operations between the west coast, Hawaii, and the Marshall Islands. This circuit was interrupted by a visit to Ras Tanura and Bahrain in June 1949. The oiler returned to the Orient in October 1948 and once again operated between the west coast and Hawaii from July 1949 until June 1950. During this time, she provided towing services from Pearl Harbor to southern California ports in addition to transporting fuel. On 28 June 1950, *Ashtabula* headed north from Long Beach, Calif., bound for Alaska. Upon arriving at Dutch Harbor, the ship fueled two survey vessels operating in the area. After a brief stop in Point Barrow, Alaska, she returned to Long Beach on 19 August.

The vessel lay at anchor there until 27 September, when she sailed for Pearl Harbor with a load of aviation gasoline and fuel oil. Due to the growing conflict in Korea, *Ashtabula* was ordered to proceed immediately to Sasebo, Japan. There, she loaded provisions for American troops stationed in Taiwan, and then delivered them to Keelung. Beginning in November, *Ashtabula* put to sea to supply fuel and provisions to ships of the 7th Fleet. She continued these activities until August 1951, when she returned to Long Beach.

The ship got back in action in the Far East in November, refueling bombardment forces around the 38th parallel and, later, assisted in the evacuation of Hungnam, Korea. In March 1952, she sailed to Long Beach for an overhaul, but was back at Sasebo by early October.

That November, while in Sasebo for an availability, *Ashtabula* was damaged by twin explosions caused by acetylene torches which ignited gasoline fumes. Three sailors were killed, and the forward well deck was seriously damaged. After three months of work at Sasebo, the ship sailed to Long Beach for further alterations. In September 1953, she returned to the western Pacific (WestPac) and resumed replenishment duties.

For the next 10 years, the oiler continued alternating deployments to WestPac with periods of upkeep, overhaul, and training at her home port, Long Beach. Ports of call in WestPac included Subic Bay and Manila, Philippines; Hong Kong; Sasebo, Kobe, Nagasaki, Yokosuka, and Kagoshima, Japan; Kaohsiung, Taiwan, and Buckner Bay, Okinawa.

During the first half of 1964, *Ashtabula* continued her peacetime routine. On 2 August, she was in the Gulf of Tonkin refueling destroyers *Maddox* (DD-731) and *Turner Joy* (DD-951) just a few hours after North Vietnamese torpedo boats attacked *Maddox*. She spent most of August fueling ships of the 7th Fleet in the South China Sea. Upon completing her WestPac cruise, *Ashtabula* returned to Long Beach.

However, for the next eight years, the oiler continued to serve in waters surrounding Vietnam during her regular deployments to the Far East. She provided fuel and supplies to units of the 7th Fleet, while operating out of the ports of Subic Bay and Kaohsiung. Between tours in the Orient, she returned to Long Beach for leave and upkeep.

In 1968, *Ashtabula* underwent a major reconfiguration. A 400-foot midsection, built entirely new from the keel up, was inserted and welded between her original bow and stern. This replaced the old 310-foot midsection and increased the vessel's liquid cargo capacity by over one-third. Her new configuration closely resembled that of a more modern type of ship, the replenishment oiler. She continued her Vietnam service through August 1972, when she made her last line swing off Vietnam. The ship returned to Long Beach on 9 December.

Following an availability period at Long Beach and training exercises off the southern California coast, *Ashtabula* once again sailed west on 4 October 1973. While at Subic Bay, she received orders to proceed to the Indian Ocean operating area. In early December, *Ashtabula* provided services to *Hancock* (CVA-19) and *Oriskany* (CVA-34) as well as other members of their task groups. After 51 continuous days at sea, *Ashtabula* arrived at Subic Bay on 5 January 1974.

Following a brief availability there, the oiler got underway to replenish a group of amphibious ships in the Gulf of Siam. On 7 March, she began a three-week voyage to her home port. She spent one month in upkeep, then sailed to her new home port, Pearl Harbor, Hawaii, and spent the rest of the year in overhaul and refresher training.

Ashtabula began another WestPac deployment on 8 February 1975. She took part in Operation "Seafox," a joint SEATO exercise with six other nations. Her next assignments were Operations "Eagle Pull" and "Frequent Wind," held off the coast of Vietnam. On 11 May, she was ordered to Cambodia to support the rescue of *Mayaguez*, an American merchant ship that had been captured by communist forces. In late July, the oiler returned to her home port, where she spent the next 10 months in upkeep and local operations.

Ashtabula sailed for WestPac on 21 June 1976. Ports visited included Subic Bay; Sasebo and Yokosuka, Japan; Hong Kong; and Keelung, Taiwan. The cruise was highlighted by a joint training exercise with ships of the Japanese Maritime Self-Defense Force. The oiler arrived back in Pearl Harbor on 15 December and spent the first two months of 1977 providing services to ships in the Pearl Harbor area. In March, she headed west to rendezvous with and refuel a task group built around *Coral Sea* (CV-43). On 2 April, the ship returned to Pearl Harbor and commenced an overhaul period which was completed on 28 February 1978.

Ashtabula sailed to Alameda, Calif., on 10 March to hold a series of qualification trials, returned to Pearl Harbor on 14 April, and began refresher training. She got underway on 30 June for the Far East and called at Song Kla and Pattaya, Thailand; Subic Bay; Sasebo; and Fremantle, Australia. While in Australia, *Ashtabula* participated in Exercise "Sandgroper," which was held in conjunction with the Australian and New Zealand navies. The oiler then proceeded to Singapore and Hong Kong for liberty calls and closed the year in upkeep at Guam.

Back at Pearl Harbor on 18 January 1979, *Ashtabula* began eight months of underway training, local operations, and inspections. At the end of August, she embarked upon a six-week cruise to the west coast to conduct underway replenishment qualification trials and then participate in Exercise "Kernel Potlatch II," a joint United States-Canadian operation to test and evaluate plans for the common defense of North America. At the conclusion of the exercise, the oiler called at Esquimalt, British Columbia, on 6 October. After a three-day visit, she headed back to Hawaii on the 9th and arrived in Pearl Harbor on the 16th.

Local operations in the Hawaiian Islands occupied *Ashtabula's* time for nearly the entire first nine months of 1980. On 28 September, the oiler embarked upon another tour of duty in the western Pacific. Steaming by way of Guam in the Mariana Islands, she entered Subic Bay in the Philippines on 15 October. Her deployment was marred at its outset by engineering casualties that required a two-month repair period at Subic Bay. On 12 December, she completed repairs and, the following day, put to sea to begin underway refueling service to the ships of the 7th Fleet. For the next four months, *Ashtabula* operated in the South China Sea, the East China Sea, and the Sea of Japan, refueling American warships assigned to the Far East. The oiler made visits to several Japanese ports—Sasebo, Yokosuka, and Iwakuni—as well as to Okinawa in the Ryukyu Islands and Chinhae in Korea. She also returned periodically to the base at Subic Bay. On 15 April 1981, *Ashtabula* departed the Philippines to return to Hawaii. She arrived in Pearl Harbor on the 30th.

Following a two-month, post-deployment standdown, the ship resumed local operations in the Hawaiian Islands at the end of June. She remained so employed until the end of October when she stood into Pearl Harbor to conclude her last underway period for 1981. The oiler spent the first four months of 1982 carrying out missions in the Hawaiian operating area. On 30 April 1982, she embarked upon her final deployment to the Far East. That tour of duty lasted a little more than three months;

she returned to Pearl Harbor on 5 August. Soon thereafter, *Ashtabula* began preparations for inactivation. Decommissioned at Pearl Harbor on 30 September 1982, she was subsequently towed to Suisun Bay, Calif., where she joined the Maritime Administration's National Defense Reserve Fleet. As of the beginning of 1987, *Ashtabula*—still property of the Navy and carried on the Navy list—remained berthed at Suisun Bay.

Ashtabula was awarded eight battle stars for World War II service, four battle stars for Korean action, and eight battle stars for duty in the Vietnam conflict.

Ashton, William, see *William Ashton*.

Ashuelot

A river in New Hampshire that rises in Ashuelot Pond in Sullivan County and flows in a generally southwesterly direction until emptying into the Connecticut River at Hinsdale, just short of the Massachusetts border.

(SwGbt: dp. 1,370; l. 255'; b. 35'; dr. 9'; s. 8 k.; a. 4 8" D.sb., 2 60-pdr. P.r., 2 24-pdr. how., 2 20-pdr. P.r.)

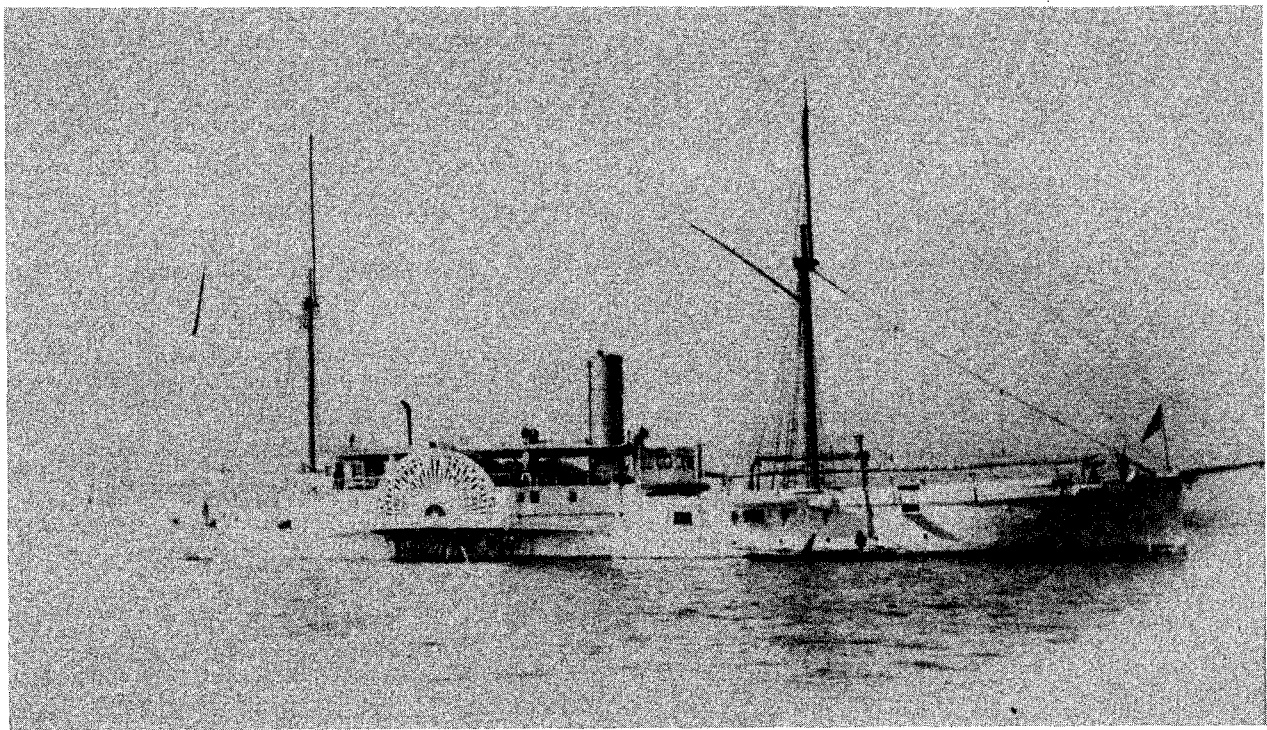
The contract for the construction of *Ashuelot*—an iron-hulled, double-ended, side-wheel gunboat—was awarded in June or July 1863 to Donald McKay. Her keel was laid down at his shipyard in East Boston, Mass., sometime in 1864; and the ship was launched on 22 July 1865. She was delivered to the Boston Navy Yard on 30 November of that year; but, since the Civil War had recently ended, the Navy's need for her services had diminished. As a result, *Ashuelot*—which had been designed for operations in the shallow rivers and coastal waters of the Confederacy—was not placed in commission until 4 April 1866, Comdr. John C. Febiger in command.

About this time, the new gunboat was chosen to join *Augusta* in escorting the double-ended monitor *Miantonomoh* to Europe. On the 11th, *Ashuelot* got underway to test her machinery and to assess her sailing qualities before joining her future consorts at New York. The three ships stood out from that port on 6 May and headed for Canadian waters. However, two days out, Comdr. Alexander Murray of *Augusta*—who commanded the little task force—dispatched *Ashuelot* to Boston to await the arrival of Assistant Secretary of the Navy Gustavus Vasa Fox, President Andrew Johnson's personal representative in carrying to Saint Petersburg the Joint Resolution of Congress congratulating Tsar Alexander II on having escaped unscathed from a recent assassination attempt. After embarking her distinguished passenger, *Ashuelot* got underway again, threaded her way through a field of icebergs that obstructed the approaches to the coast of Nova Scotia; and rejoined the flotilla at Halifax on 3 June. There, Fox—who wished to demonstrate the seaworthiness of monitors which, up to that time, had never crossed the Atlantic—moved to *Miantonomoh* for the voyage.

The trio put to sea two days later and reached Queenstown, Ireland, on the 16th. At this port, *Ashuelot*—which had long been slated for duty in the Far East—was detached from her companions and proceeded via the Cape of Good Hope, the Indian Ocean, and the Strait of Malacca to the western Pacific. She finally joined the Asiatic Squadron at Hong Kong on 15 January 1867 and served in Oriental waters throughout her career.

The double-ender's first memorable mission began at Amoy early in April of that year when the captain of the Royal Navy's HMS *Cormorant* informed Rear Admiral Henry H. Bell, the commander of the United States Squadron, that "aboriginals" had murdered the survivors from *Rover* after that American merchant bark had been wrecked on rocks just off the southern coast of Formosa. Bell ordered Febiger—then at Foochow—to proceed in *Ashuelot* to that island to investigate. When the gunboat returned from Formosa with evidence confirming the tragedy, Bell launched a punitive expedition against the guilty tribesmen, but left *Ashuelot* on the mainland coast to look after American interests in various Chinese treaty ports. The double-ender continued to perform this duty into the early spring of 1868.

In Japan at that time, civil disturbances followed the abolition of the shogunate and the assumption of supreme political power by the Mikado, drawing *Ashuelot* to the island empire. She reached Nagasaki on 6 April and, with her sister American



Ashuelot, circa 1874. (NH 43838)

warships, remained neutral while furnishing refuge to endangered American citizens and foreigners. She also offered asylum to Japanese officials of both sides who felt themselves to be imperiled.

However, late in the spring, unrest in northern China caused *Ashuelot* to return to the Asiatic mainland. She put to sea on 17 June and, six days later, reached Tientsin—then menaced by Chinese rebels. She worked along the coast of northern China until sailing for Japan late in August.

Thus, the gunboat's operations during her first year or so in the Far East set the pattern for the remainder of her service. She moved from port to port along the coast of Asia and among the nearby islands, reaffirming the American presence and power in that part of the world, frequently seeking out trouble spots so that she might be on hand as a haven for endangered Americans and for others in peril—native and foreign alike.

As the years passed, the squadron increasingly took advantage of *Ashuelot*'s comparatively shallow draft and the great maneuverability which sprang from her double-ended configuration by using her more and more in riverine operations. Thus, after the massacre of 22 Europeans—including 10 nuns—in June 1870, she departed Shanghai and proceeded north to the mouth of the Pei-Ho which she reached on 26 July. She then ascended that river to Tientsin where the atrocity had occurred and remained at that ancient city into the spring of the following year. She got underway again on 23 April 1871 when the ice of the river had thawed allowing her to put to sea once more. From that time on, *Ashuelot* and her sister warships of the Asiatic Squadron frequently spent the winter locked in by the frozen waters of a northern port.

Her next assignment was scheduled to be participation in the expedition to Korea headed by Rear Admiral John Rodgers seeking redress for the murder of the crew of the *General Sherman*. That American merchant schooner had run aground on a sandbar in the Taedong River during a trading mission and had been burned. However, a board of survey found that *Ashuelot*'s hull had suffered significant damage during her icebound months and that both her engine and her boilers required major repairs before she could resume active service. Thus, she was compelled to relinquish her role in operations

during the spring of 1871 to open the "Hermit Kingdom" of Korea.

Her yard work at Shanghai had been completed by autumn when word of serious unrest in southeastern China sent her to the province of Fukien. She arrived at Foochow on 21 October and remained there until 29 December 1871 when she headed back toward Shanghai. But for a run to Formosa early in March to carry the American consul at Amoy and his staff to that island, *Ashuelot* operated along the China coast between Shanghai and Hong Kong until sailing for Japan late in May 1872. She reached Nagasaki on 1 June and remained in Japanese waters for two months before moving to northern China. The ship arrived at Chefoo on 3 September, reached Tientsin a fortnight later, and began another mission protecting American interests in that vicinity into the summer of 1873.

After being relieved by the screw gunboat *Saco*, the ship sailed for Nagasaki on 5 July and operated in Japanese waters until the spring of 1874 when—commanded by Comdr. Edmund Matthews—she sailed for China and reached Shanghai on 20 April. On 3 May, the side-wheeler sent a force ashore to join a landing party from the gunboat *Yantic* and contingents from other foreign warships in putting down a riot and in protecting the international settlement at that city.

Five days later, *Ashuelot* got underway to survey the Li-Sye-Chan Channel and—after completing that task—arrived at Chinkiang on 16 May. Following a call on the taotai of that region, Matthews headed upstream and reached Nanking on the 21st. There he learned that the viceroy was deeply troubled by reports of a Japanese expedition to Formosa and assured him that the United States was not participating in the invasion.

At each stop during his continuing ascent—Kiukiang, Wuchang, Hankow, Fow-Kow, and Kweichowfu—the ship's captain exchanged courtesies with the local officials. After *Ashuelot* crossed Tungting Lake, she found that rapid current, sharp bends, and the narrowing of the stream significantly slowed her progress and greatly increased the difficulty and danger of her movement. As a result, soon after the ship reached Ichang, Matthews and a small party of officers and guests disembarked and made an eight-day march on up the Yangtze valley to determine whether or not it would be prudent for him to attempt to

take the ship still higher. The overland journey brought the party to Kweifu. After a two-day visit, the Americans boarded a junk which took them back downriver to *Ashuelot* at Ichang. Matthews' observation of the gorges and rapids during the return passage convinced him that only an especially designed and highly powerful paddle-wheel steamer—whose wheels were powered independently by separate engines—could safely negotiate that part of the upper Yangtze.

Thus, instead of continuing the voyage inland after returning to his ship, Matthews turned the vessel seaward and reached Shanghai on 21 July. Nevertheless, *Ashuelot's* exploratory voyage from Shanghai to Ichang had blazed a watery trail almost a thousand miles into China—one to be followed until the eve of World War II by the long list of American riverine men-of-war who would be known to history as the Yantze Patrol.

The gunboat sailed for Japan on 3 August 1874 and reached Nagasaki on the 5th to await a party of scientists—headed by the noted American astronomer, Professor James Craig Watson—which had been sent to the Orient to observe the transit of Venus that would take place on 8 December. After welcoming on board these renowned leaders of astrophysical research, she got underway on 3 September and, five days later, entered the Pei Ho River. On the 9th, the astronomers went ashore at Tientsin and proceeded overland to Peking, their observation point for the transit.

After disembarking her learned passengers, *Ashuelot* operated in Chinese waters until 10 December 1874 when she set course for Nagasaki. She arrived on the 13th and resumed operations in Japanese waters where she operated until sailing for Shanghai on 19 June 1875. In mid-August, the schooner-rigged steamer set course for Fisherman's Island—near Swatow where she guarded a party of rescue workers who were attempting to recover treasure from the wreck of *Japan*, a Pacific Mail Steamship Company liner which had caught fire and gone down some 25 miles off Breaker Point on 18 December 1868. Pirates had recently been active in the area, prompting fear that they would attempt to seize any valuables taken from the sunken hulk.

The following spring, the gunboat visited Siam to investigate complaints that arbitrary action by the American consul at Bangkok had prevented the timely shipment to Philadelphia of the Siamese exhibit that had been prepared by order of the young Thai monarch Rama IV—the son of Chao Fa Mongkut who was immortalized by the Rodgers and Hammerstein musical comedy, "The King and I"—for display at the United States Centennial Exposition. She reached Bangkok on 23 April 1876, and Matthews spent more than a fortnight there dividing his time between the exchange of diplomatic courtesies and questioning people—both American and Siamese about the situation. *Ashuelot* sailed for Cochin, China, on 9 May and reached Saigon four days later. There, Matthews reported that the high-handed American diplomat had been far from diplomatic. He then returned to Bangkok, took the exhibit on board, and carried it via Saigon to Hong Kong where it was transferred to a merchantman which took it on to the United States.

From time to time in the ensuing years, the gunboat returned to Siam, besides visiting the treaty ports of China and Japan. Relations between the latter two countries were then being increasingly strained as Japan became more active in the affairs of islands in the western Pacific—such as Formosa and the Ryukyus—which had long paid tribute to the Chinese Emperor. When negotiations between the two nations grew more tense late in the summer of 1877, *Ashuelot* proceeded to Chefoo where she arrived on 13 August. She remained there into the autumn, ready to be of assistance to American citizens in the vicinity should they be endangered by the outbreak of war or domestic disorder. On 7 October, she got underway from Nagasaki and headed for Tientsin where she arrived on the 10th.

When tension had somewhat relaxed, the gunboat sailed south on 21 November 1877 and, six days later, arrived at Shanghai for repairs. In the spring of 1878, she returned to Nagasaki and operated in Japanese waters until heading back to southern China on 1 November for additional repairs before visiting the Philippines in December 1878 and Siam in January 1879.

The spring of that year brought *Ashuelot* one of her more interesting assignments. On 30 April, the steamer *Irrawaddy*—with General Ulysses S. Grant and party on board—entered Hong Kong harbor. After leaving the White House some two years earlier, the former President had begun a cruise around

the world; and he wished to visit China and Japan before heading home. *Ashuelot* dressed ship and manned the yards in honor of her erstwhile Commander in Chief. A short time later, Grant briefly visited the gunboat which had been charged with transporting him while he was in Chinese waters. He returned to her on 5 May and she took him to Canton and Macao. She returned to Hong Kong on the 10th, and he went ashore for two final days at that British crown colony.

The general and his party returned to the ship on the 12th, and she stood out to sea for visits to Swatow and Amoy en route to Shanghai which she reached on the 17th. At the end of a six-day visit there, Grant reembarked in *Ashuelot*; and she took him to the mouth of the Pei Ho River and then up that estuary to Tientsin where he again left the ship and proceeded by small boats to Peking for discussions with Prince Kung who ruled the Chinese Empire as regent while the seven-year-old Emperor was growing to adulthood. During their meetings, the Prince explained to Grant China's position on its dispute with Japan over control of the Ryukyu Islands and requested his good offices in regard to the matter during the general's forthcoming visit to Japan. After leaving Peking, Grant returned to Tientsin where he boarded *Ashuelot* for passage to the mouth of the river. There, the screw sloop of war awaited to take Grant to Japan.

On 15 June, *Ashuelot* got underway and proceeded via Chefoo to Nagasaki. She operated in Japanese waters until autumn when she returned to China.

By that time the years had taken their toll on the gunboat—so much so that she had come to be known throughout the squadron as "the ironmonger's hope." Nevertheless, since no replacement for her was available, she was retained in the Asiatic Squadron and patched up for further service. She arrived at Shanghai on 10 October 1879 and remained there undergoing extensive repairs through the spring of 1880.

Ashuelot departed Shanghai on 20 June of that year and reached Nagasaki on the 23d. For the next two and one-half years, she operated along the coast of China, up the Yangtze, and among the treaty ports of Japan. On 17 February 1883, the gunboat departed Amoy and set a course for Swatow. While she was proceeding through heavy fog before dawn the next morning, *Ashuelot* struck a rock off East Lamock Island and suffered such severe damage that she had to be abandoned. Eleven men perished with the ship.

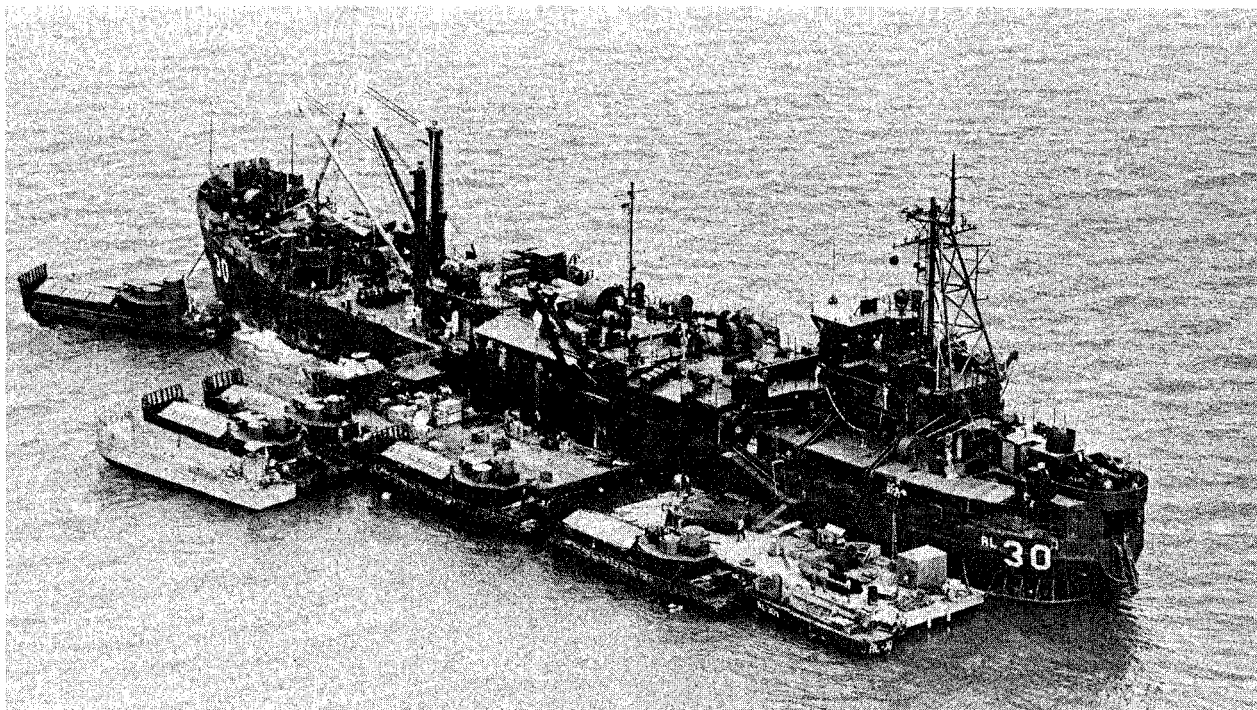
Askari

An Arabic word for soldier. The term, Askari, was frequently applied to indigenous troops in Africa serving European colonial powers, particularly the British and Germans in East Africa from the late 19th century to the end of the World War I.

(ARL-30: dp. 3,960 (tl.); l. 328'0"; b. 50'0"; dr. 11'2" (lim.); s. 11.6 k. (tl.); cpl. 253; a. 1 3", 8 40mm.; cl. *Achelous*)

Askari (ARL-30) was laid down on 8 December 1944 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 2 March 1945; and sponsored by Mrs. Patricia Ann Jacobsen. She was then ferried down the Mississippi River to New Orleans, where the landing craft repair ship was commissioned on 15 March 1945, Lt. Charles L. Haslup in command. On 28 March, she got underway for Jacksonville, Fla., where she was decommissioned on 9 April 1945 for outfitting for her role by the Merrill-Stevens Drydock & Repair Co. The ship was recommissioned on 23 July 1945.

Early in August, the ship voyaged from Jacksonville to Norfolk, where she remained until putting to sea on the 20th, bound for the Pacific Ocean. After transiting the Panama Canal and steaming north along the Pacific coast, she reached San Diego on 21 September. At the beginning of October, *Askari* shifted north to Seattle, and remained in the Puget Sound area—at various locations—until the spring of 1946. Early in April 1946, the ship headed south and arrived back at San Diego on the 10th. She operated in that vicinity until sailing for the Marshall Islands on 12 December 1947. Steaming by way of Hawaii, the repair ship arrived at Eniwetok in the Marshalls on 11 January 1948 and spent the next four months providing maintenance services to the landing craft operating in support of Operation "Sandstone," nuclear bomb tests conducted there late in April and early in May. After the experiments ended, *Askari* left Eniwetok on 29



Askari (ARL-30), one of the mobile bases of the River Assault Flotilla, May 1967, servicing four armored troop carriers (ATCs) while a fifth ATC clears her side, forward, in this view taken by Chief Photographer R. Veeder. Also moored to the pontoons alongside the repair ship is one of her LCVPs. Note the booms, forward, and the A-frame amidships. The ship is painted green, reflecting her assignment to the "Brown Water Navy." (USN 1123313)

May and headed back—via Pearl Harbor—to San Diego. She reached that port on 25 June and resumed local operations.

Her service at San Diego continued through the outbreak of fighting in Korea late in June 1950. The vessel sailed for the Far East on 10 August of that year, and arrived in Kobe, Japan, on 6 September. Four days later, she was underway to participate in the amphibious landing to be carried out on the 15th at Inchon on South Korea's western coast. *Askari* served at Inchon for slightly over a month, before moving to Wonsan on the eastern coast of North Korea late in October. Chinese communist forces entered the conflict toward the end of November and sent the United Nations forces reeling southward. A portion of those troops converged on Hungnam, located due north of Wonsan about 40 miles distant, for evacuation. *Askari* shifted north from Wonsan to Hungnam to support the ships and craft engaged in bringing out the troops. During December, she fueled, repaired, and provided other services to the amphibious craft and ships transporting the troops. The evacuation ships embarked the last infantrymen about mid-afternoon on Christmas Eve, and *Askari* departed Hungnam with them. Steaming via Pusan, she arrived in Yokosuka, Japan, on the last day of 1950.

She remained in Japan until departing Yokosuka on 9 February 1951 to return to Pusan. There, the ship tended amphibious ships and craft until mid-April when she headed home. She spent 10 days in Yokosuka before resuming her voyage to the United States. *Askari* arrived in San Diego on 26 May and remained there until she moved to the Mare Island Naval Shipyard during the second week in July for overhaul. She completed repairs in mid-September 1951 and returned to amphibious repair duties at San Diego on the 20th. On 31 July 1952, she stood out to sea and proceeded to the western Pacific. Except for a brief visit to Kobe late in February 1953, *Askari* spent the entire deployment at Yokosuka performing repair work in support of the amphibious ships and craft attached to the 7th Fleet. The ship departed Yokosuka on 6 April 1953 to return to the United States and reentered San Diego Bay on 3 May. After an overhaul at Mare Island that occupied most of the summer of 1953, *Askari* again took up repair duties at San Diego at the beginning of the second

week in September. Just over a year later, on 20 September 1954, she headed back toward the Far East.

This time, however, she charted a course for a new trouble spot—the coast of southeast Asia. France's withdrawal from Indochina fragmented the peninsula into Laos; Cambodia; and two Vietnams: a communist state in the north, and a democratic one in the south. The new political arrangement prompted a massive migration of people in which the United States Navy was called upon to carry out the seaborne portion of the movement. *Askari* arrived at Henriette Passe in Along Bay near Haiphong in the north on 29 October and began providing repair and other support services for the transports, tank landing ships, and landing craft that would carry refugees from what would be communist North Vietnam to democratic South Vietnam in Operation "Passage to Freedom."

The ship ended her service on the Vietnamese coast on 18 November and promptly got underway, via Hong Kong, for Japan. She arrived at Yokosuka on 4 December 1954, and four days later, moved to Sasebo to conduct repair operations until 1 February 1955. *Askari* departed Sasebo on the latter date to provide support services for the ships engaged in another humanitarian effort, the evacuation of Nationalist Chinese from the Tachen Islands. She returned from that mission to Sasebo on 14 February and operated there for the remainder of the deployment. On 5 March 1955, she stood out of Sasebo on her way back to the United States.

The ship reached San Diego again on 4 April and worked at that port for about six months. Late in October 1955, she moved north to Astoria, Oreg., and began preparations for inactivation. *Askari* was decommissioned there on 21 March 1956 and was berthed with the Columbia River Group, Pacific Reserve Fleet.

Askari remained in reserve for slightly more than a decade. During her repose, she was berthed first at Astoria; later moved to Stockton, Calif., and ended up at Mare Island. In 1964, the United States began to intensify its involvement in the war between the South Vietnamese Government and communist insurgents. Operations in the swampy Mekong delta called for the use of a large number of river assault craft and their atten-